

November 15, 2000

**TO:** Mayor and City Council

**FROM:** John Lettelleir, Director of Planning

**SUBJECT:** Results of the Planning & Zoning Meeting November 1, 2000

**The following item is scheduled for the November 21, 2000 City Council Meeting**

**Concept Plan, Preliminary**

**Site Plan & Conveyance Plat:** Lakeside at Frisco Bridges, Block A, Lots 1-4

**Applicant(s):** Pacheco Koch Consulting Engineers

**DESCRIPTION:**

A bank and three three-story office buildings on 4 lots on 25.0± acres on the northwest corner of Parkwood Boulevard and Gaylord Parkway. Zoned Planned Development-25. Neighborhood #35.

**APPROVED:** 4-0 **DENIED:** \_\_\_\_\_ **TABLED:** \_\_\_\_\_

**RECOMMENDATION:**

Recommended for approval subject to:

Concept Plan/Preliminary Site Plan

1. City traffic consultant's approval of driveway access to the Tollway.
2. Addition of deceleration lanes for all driveways to Gaylord Parkway on the site if warranted by the Traffic Impact Analysis.
3. Staff approval of the general tree survey.

Conveyance Plat

1. Addition of street easements for deceleration lanes if warranted by the Traffic Impact Analysis.

MH/sg

cc: Pacheco Koch 972-235-9544  
Frank Jaromin  
Donnie Mayfield  
Mack Borchardt

Results

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Page 1 of 1

**Agenda No.:** 9  
**Concept Plan, Preliminary**  
**Site Plan & Conveyance Plat:** Lakeside at Frisco Bridges, Block A, Lots 1-4  
**Applicant(s):** Pacheco Koch Consulting Engineers

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**DESCRIPTION:**

A bank and three three-story office buildings on 4 lots on 25.0± acres on the northwest corner of Parkwood Boulevard and Gaylord Parkway. Zoned Planned Development-25. Neighborhood #35.

**REMARKS:**

**Concept Plan/Preliminary Site Plan**

The concept plan shows a bank on Lot 1, a three-story office building on Lot 3, and a three-story office building on Lot 4. The preliminary site plan shows a three-story office building of 49,038 square feet on Lot 2. Each lot has driveway access to Gaylord Parkway. Second points of access are provided through cross access easements with adjacent lots. Parking for each lot is adequate.

Planned Development-25 requires 7% open space for each lot. Existing vegetation and an earthen berm within a 30-foot landscape buffer along Gaylord Parkway and a 50-foot landscape buffer along Parkwood Boulevard will be preserved to provide screening from the roadways. Most of the trees on the property are not protected. However, a general tree survey will be completed for Lot 2 to comply with the tree preservation ordinance. City staff must review and approve the general tree survey.

**Conveyance Plat**

The conveyance plat creates Lots 1-4 and dedicates easements necessary for this development.

**Concerns**

Access to the Dallas North Parkway

The concept plan shows a driveway serving Lot 1 from the Dallas North Parkway service road. In normal circumstances this access is allowed. However, this driveway is placed in the acceleration lane. The concern is whether a driveway in an acceleration lane would disrupt the purpose of that acceleration lane. The City's traffic consultant is currently reviewing the Frisco Bridges TIA to determine if the proposed driveway is acceptable. The traffic consultant's support is necessary for the approval of this driveway.

#### Deceleration Lanes on Gaylord Parkway

Gaylord Parkway is a six-lane divided major thoroughfare. The City Engineering Department recently began requiring deceleration lanes for driveways on major thoroughfares into non-residential and multi-family lots. The purpose for this requirement is to move slowing traffic out of a thoroughfare's through lanes to improve traffic flow and reduce the potential for accidents. The speed limit on Gaylord Parkway is 45 mph. Vehicles slowing down to turn into the proposed office buildings on this site would disrupt the flow of traffic and create a potentially dangerous situation. The amount of traffic that these office buildings will generate makes this situation very likely. Deceleration lanes for this property require 110 feet of transition and 100 feet of stacking for each driveway. Driveways must be an adequate distance apart to allow for deceleration lanes. This distance requirement will impact the location of the driveway on Lot 1. The Planning Department, the Engineering Department, and the City's Traffic Consultant all support the requirement of deceleration lanes. Deceleration lanes are necessary on this property to protect the public safety.

The applicant was made aware of the possibility of providing deceleration lanes on this property in a meeting on November 10, 1999. In that meeting, John Lettelleir and Bruce Heller discussed the issue of deceleration lanes. This requirement has also already been placed on other developments around this site. Parkwood at Frisco Bridges Block A, Lot 1 is an office complex on Parkwood Boulevard north of Warren Parkway currently beginning construction. Deceleration lanes have been required at this location. The approved concept plan for Hall Office Park provides deceleration lanes into multiple driveways. Also, Cypress Lakes, a proposed multi-family development west of Parkwood Boulevard on the north side of Warren Parkway currently under review by staff, has provided deceleration lanes.

A Traffic Impact Analysis was performed for the Frisco Bridges area. The applicant believes that the TIA recommended either widening Gaylord Parkway from four to six lanes or provide deceleration lanes into driveways. Gaylord Parkway was widened to six lanes. Therefore, according to the applicant, deceleration lanes are not needed. Staff is attempting to obtain that TIA so that these statements can be verified. If the applicant's statements are substantiated by the TIA, deceleration lanes will not be required. However, if the statements are not substantiated, the applicant will need to provide deceleration lanes. However, if the applicant contends that deceleration lanes are unnecessary, staff recommends that the applicant submit a TIA to support their claim. The cost of a second TIA will be the responsibility of the applicant, as will be the cost of review by the City's Traffic Consultant.

#### **RECOMMENDATION:**

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3. Staff approval of the general tree survey.